

The China Mail

ESTABLISHED 1845

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82, QUEEN'S ROAD
CENTRAL.

No. 15,096.

號二十月九年一十一百九千一英

HONGKONG, TUESDAY, SEPTEMBER 12, 1911.

日十二月七年三號

PRICE, \$3.00 Per Month.

THORNE'S
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SCOTCH WHISKY.

R. THORNE & SONS, L^{td}

GREENOCK & LONDON

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A. S. WATSON & CO., LTD.

CHINA MUTUAL LIFE INSURANCE CO., LTD.

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S. B. Neill, Esq., F.I.A., Actuary.

A strong British Corporation Registered

under Hongkong Ordinances and under

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Insurance in Force \$30,571,466.00.

Assets 9,872,930.00.

Income for Year 3,862,071.00.

Insurance Fund 9,820,050.00.

LEFFERTS KNOX, Esq., Hongkong,

District Manager, Canton,

B. W. TAPPE, Esq., Macao and the

District Secretary, Philippines.

Alexandra Building.

C. Lawder, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.

Sir Paul Chater, Kt., O.M.C.

T. F. Hough, Esq., C. J. Lafrance, Esq.

Hongkong, July 22, 1911. 1424

ITEMS AT THE COURTS.

The driver of a motor car, No. 14, was

to-day charged with furious driving, but

the case was dismissed.

A sentence of nine months' imprisonment

was imposed on a native who attempted to

pass 182 twenty-cent pieces which were

bad.

Two men were arrested on a charge of

stealing two pieces of brass belonging to

the a.s. Telemachus. They were captured

by detectives as they were leaving Holt's

godown.

OLDEST LIGHTHOUSE CLOSED.

The oldest lighthouse in existence, the

world-famous St. Agnes, in the Scilly

Islands, closed, on Wednesday, August 9.

It was erected in 1850 by Capt. Hugh Hall

and Capt. Symon Bayly, and has been con-

tinuously in use ever since. It is now

regarded as being too costly in working,

and will be replaced by a modern iron

automatic lighthouse, which needs the

attention of only one man, and has been

erected on the neighbouring island of St.

Mary.

STRANGE LIGHTS AT SEA.

Capt. Tellefsen, of the Solra, witnessed

at sea a remarkable sight on the morning

of August 24. He was called up at one

o'clock by his chief officer to look at a

curious phenomenon. From the surface

of the water about thirty fathoms from the

steamer there sprang up what appeared to

be a pillar of light, the rays of which

illuminated the whole ship. The light

was very strong and appeared to be electric.

It lasted about an hour. Capt. Tellefsen

says that a similar phenomenon occurred a

year or two ago in the Straits of Malacca

but he had never heard of one in the Gulf

of Siam. The lights appeared ahead of

the vessel. On the surface of the water

they were about six feet square, but the

Business Notices.

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Builders of Steamers up to 1000 Tons.

Tugs, Launches, Barges, Motor Boats.

Castings, Forgings, Roofs, Bridge Work and

Engineering Work and Repairs of

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ONE STEAM-LAUNCH & ONE LIGHTER FOR SALE.

Also complete pneumatic Riveting Plant.

THE NESTLE & ANGLO-SWISS

CONDENSED MILK CO.

CHAM (Switzerland) AND LONDON.

Another Famous Product

is its

MILKMAID

BRAND

STERILIZED

NATURAL MILK.

A Trial of which will satisfy

you of its

EXCELLENCE.

Price:

20 Cents Per Tin

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\$9.00 Per Case of 4 Doz

Tins.

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KWAN TEE, Queen's Rd. Cent

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Central.

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HONGKONG CO-OPERATIVE SO-

CIOITY, 11 Dalme Road.

Hongkong, December 1, 1910.

CANTON, MACAO AND

WEST RIVER

STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday

excepted).

CANTON TO HONGKONG—Daily at 8 A.M. and 5 P.M. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.

Sundays at 9 A.M. and 12.30 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.

Sundays at 7.30 A.M. and 5 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The s.s. SUI TAI leaving on SUNDAYS, at 12.30 P.M. connects with the

Exclusion Steamer returning from Macao at 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

HOTEL MANSIONS Opposite Hongkong Hotel.

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GRAND HOTEL

NO. 2, Queen's Road Central

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY under European Management. Situated in the most central position.

Large and airy Rooms, Luxuriously furnished, Electric Light and Fans through-

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COUSINS UNDER EUROPEAN SUPERVISION.

Ladies' and Gents' Toilets. Special rates for married families on application to

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Hongkong, November 10, 1909.

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CLOTH BINDING, POCKET SIZE, GOOD TYPE, 50 CENTS EACH.

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Topo-Bungay, Wells.

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The Strangest of All Things, Al-

bani.

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A March in the Ranks, Fothergill.

Needles and Pins, McCarthy.

Into the Highways and Hedges,

Montresor.

The One Who looked on, Montresor.

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Lissy Lane, Saunders.

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SAVES TIME AND MONEY.

Used throughout the World on nearly all the Steamers of the First-class Lines, &

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THE MOST ECONOMICAL LUBRICANT KNOWN.

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(64, Queen's Road Central, Hongkong).

Begin to inform all Ladies and Gentlemen that they are having,

FOR TWO WEEKS ONLY,

A Great Clearance Sale,

FROM SEPTEMBER 1ST TO 15TH.

The prices of all kinds of Indian, Chinese and

Japanese Silk Goods have been greatly reduced.

WHOLESALE AND RETAIL DEALERS.

VERY MODERATE PRICES. TRIAL SOLICITED.

Hongkong, August 30, 1911.

Summer Requisites.

Victoria Prickly Heat Lotion;

Victoria Prickly Heat Powder;

Lavender Talcum Powder;

Mitcham Lavender Soap;

\$1.00 Per Box of 3 Tablets.

HOUSEHOLD AMMONIA

60 Cents Per Bottle.

VICTORIA DISPENSARY.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS

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ADAMANTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

Open to the South Winds in Summer and protected from the North-east Winds

Winter. Commanding a magnificent view of Hongkong, the harbour and adjacent

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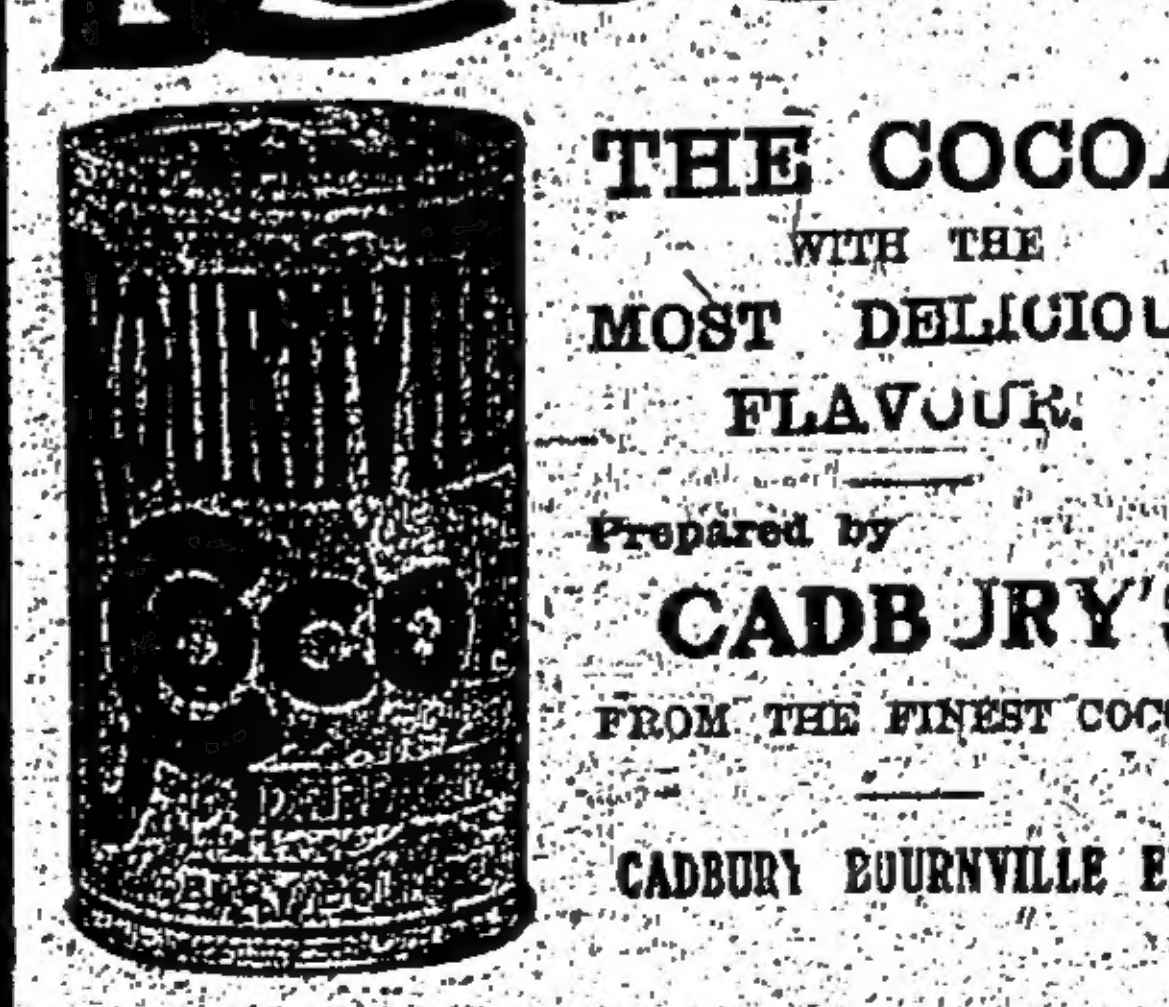
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Terms—From \$5 per day. Men

Rooms 0/6, 4, Des Voeux Road.

Hongkong, February 2, 1908.

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COCOA



THE COCOA

WITH THE

MOST DELICIOUS

FLAVOUR.

Prepared by

CADBURY'S

FROM THE FINEST COCOA.

CADBURY BOURNVILLE ENG.

Hongkong, Jan. 10, 1907.

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FIRST-CLASS AND UP-TO-DATE

HIGH-CLASS AND LEADING CATERERS.

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Typhoon Map.

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In Casks of 375 lbs. net

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Shewan, Tomes & Co.,

GENERAL MANAGERS.

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ARE SHOWING

NEW DRESS LINENS,

Intimations.

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LIMITED,
WATCHMAKERS AND JEWELLERS.

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NEW SELECTIONS OF

DIAMOND JEWELLERY AND ENGLISH SILVER WARE
— HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
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SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c. OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908. 1783

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Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs.

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YOKOHAMA: M. Asada, Esq.

CHINESE: Messrs Gearing &

Co.

MANILA: Messrs Macandray &

Co.

SINGAPORE: Messrs Borno Co.

Ltd.

For particulars, apply to

Y. SHIBUYA,

Manager,

No. 2, PRINCE STREET

HONGKONG.

Hongkong, April 29, 1911. 818

THE

PALACE THEATRE

MOUNT AUSTIN.

GRAND VARIETY

ENTERTAINMENT

SATURDAY, 10TH SEPTEMBER.

IN AID OF MILITARY CHARITIES.

RESERVED SEATS.....\$2.

UNRESERVED.....60 cents and 30 cents.

BOOKING AT MOUTRIE'S.

Hongkong, September 5, 1911. 1146

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

THE ORDINARY GENERAL MEET-

ING OF Shareholders will be held

at the COMPANY'S OFFICES on SATUR-

DAY, the 23rd September, at Noon, for

the purpose of receiving the Report of the

General Managers together with a State-

ment of Accounts to the 30th June, 1911.

The TRANSFER BOOKS of the Com-

pany will be CLOSED from the 9th to the

23rd September, both days inclusive.

DOUGLAS LAPPRAK & Co.,

General Managers.

Hongkong, September 4, 1911. 1134

HONGKONG CLUB

NOTICE

THE TWENTIETH HALF-YEARLY

DRAWING OF SIXTY-SEVEN

REBENTURES (1868 issue) of the Hong-

kong Club, will be held on SATURDAY, the

30th September, 1911, will be held in the

CLUB HOUSE at 11 o'clock A.M. on

THURSDAY, the 14th September, 1911.

Bidders of Debentures are invited to

attend the drawing.

By Order,

JAMES CRAIK,

Secretary.

Hongkong, September 6, 1911. 1142

YEE SANG FAT

OPPOSITE OLD POST OFFICE.

TAILORS AND OUTFITTERS.

New Stock

ENGLISH-MADE

Trunks, Suit Cases, Kid

Bags, Dressing Cases,

(Silver Fittings).

LADIES' HAT CASES.

BATH ROBES, BATH MAT,

COLOURED SHIRTS

AND

LEATHER SHIRT CASES.

Hongkong, Sept. 20, 1910. 184

SAVARESS'S

SANTALIN

CAPSULES

OF ALL CHEMISTS.

FOR SALE.

SAVARESS'S

SANTALIN

CAPSULES

OF ALL CHEMISTS.

FOR SALE.

GAMBLING AT MONTE CARLO.

Why "Systems" Fail

Monte Carlo, the European Mecca an-

nually attracts thousands of pilgrims im-

pelled by the vain hope of gaining wealth

without labour, a writer in the Scientific

American observes in the course of an

article, supporting the view that their

contest with the Bank is absolutely hope-

less. Although many lucky gamblers win

large sums at Monte Carlo, it is impos-

sible to win regularly for a long period be-

cause the bank possesses enormous advan-

tages. In the first place, it is a passion-

less machine, which operates smoothly and

uniformly, without reference to momentary

results, while the player is a man of nerves

who, in the excitement of play, is almost

certain to make rash bets which will quickly

swallow up his slowly accumulated win-

nings. The so-called system of playing

would protect a player to some extent, but

there are very few players who adhere to

their systems in moments of excitement.

Other advantages possessed by the

bank are its enormous capital, and the

limit of betting, which prevents very

wealthy gamblers from enjoying the

corresponding advantage. The gross

income of the bank, however, is due

chiefly to the devices of zero and refait,

the importance of which is usually un-

derestimated, although it can be calculated

very simply. In the course of a long

period of play, zero, like any other num-

ber in roulette, will appear on an average once

in thirty-seven times, i.e., in 2.7 per cent.

of all cases, hence in the long run 2.7 per

cent of all sums staked on multiple chances

and half this proportion, or 1.35 per cent.

of sums staked on simple chances, are won

by the bank. In trente et quarante, the

bank's profit from refait is slightly less,

amounting to about 1.25 per cent. of the

stake.

The last and most effective safeguard of

the bank is the "cort" by which is

meant, the deviation from the average

results as deduced from the theory of

probabilities. This discrepancy is some-

times very large, and continues for months,

long enough to annihilate the individual

gambler even in the absence of zero and

refait. In any game the gambler must

always reckon with the possibility of the

practical failure of the laws of probability

in concrete cases. For example, series of

ten to fifteen repetitions of rouge, pair,

uniques and other simple chances occur

several times daily, although their prob-

abilities are respectively 1/1024 and

1/32768. Much longer series are not very

uncommon. The longest yet observed was

28 noir, the probability of which is about

1/268,000,000. Even after such a series,

noir is as likely as rouge to appear at the

next play.

SYSTEMS AND SWINDLERS.

As a gambler who is guided solely by the

impulse of the moment cannot win in the

long run, all players who follow the gains

as a business rather than a pastime make

use of certain systems, which prescribe the

amount of bets—the selection of chances,

the duration of play, and a system of

followed by the player to a certain

extent by making him a machine like the

bank. In this sense, the oft-quoted saying

"A poor system is better than none," is

true; but in this sense alone, for the

advantage is over-balanced by several dis-

advantages. Many systems are so com-

plicated and require so much calculation

and mental strain that the player is soon

exhausted. The principal disadvantage,

however, is the awakening of a fallacious

hope of a success in the long run, so that

the player is induced to continue until his

resources are ruined. All "professionals"—that is,

investors or promoters of systems, fall into

three classes: swindlers, fools and middle-

men.

The swindling systems deserve few words.

Assertions that hypnotized mediums of

other persons can predict the occurrence

of certain numbers or can influence the

roulette ball by the power of will require

no refutation. More dangerous than these

crude swindlers are the systems which

are believed in by their inventors and

which at first glance appear to possess

some merit. In reality, all are based

upon fallacies, the detection of which in

some instances requires careful analysis.

Every system contains either a definite

"marche" or a definite "progression,"

or both. By "marche" is meant the rule

which decides where and when a stake

shall be placed. Let us consider a pure

marche system in which the stake is always

the same. For the chances of rouge and

noir the following cases are possible: Either

rouge appears—often—than noir. In a

long course of play it may be ex-

pected (disregarding zero and refait)

the winnings and losses will balance;

as the appearance of rouge and that of

noir are equally probable. In single cases

and short periods, however, an unlucky

gambler may lose more than he wins. It

frequently happens that one colour pre-

ponderates over the other during a whole

day. And even if the player wins in the

course of a short period his prospect of not

gain decreases the longer he plays, leaving

him only the comforting hope of not losing

more than the percentage determined

by zero and refait. When a chance, for

example, rouge, is thus played con-

tinuously, the occurrence of an unfavour-

able series (noir) will cause a number

of successive losses. As a protection

against such adverse series, many systems

prescribe the playing of the selected chance

not continuously, but at intervals. For

example, after three successive losses

caused by an adverse series of noir, the

playing of rouge is discontinued and is not

resumed until rouge has appeared. It is

evident that in this way, adverse series of

four or more turns are avoided, but the

chances of winning by the appearance of

rouge before play is resumed is lost. With

an adverse series of four, therefore, two

losses and one gain are avoided, so that

there is a net gain of one stake. Similar

application of the system produces a net gain

of two and three stakes. On the other

hand, with an adverse series of three, there

is a net loss of one stake, because rouge is

not played at the next turn when it would

have won. As series of three are much

commoner than series of five or more, the

player loses more by this system than he

would by playing one chance continuously.

This is true of all methods in which play is

interrupted at a prescribed point of an

adverse series. That such methods oc-

casionally succeed is obvious, but the

success is due to chance and not to the

method.

THE SEDUCTIVE MARTINGALE.

In the attempt to counter-balance the

losses caused by zero and refait, most

systems make use of the device "pro-

gression," or "marche"—i.e., systematic

increase of the stakes according to cer-

tain conditions. The best known and the most

seductive of all progressions is the

martingale in which one 5-franc piece (the

unit of play) is staked until a loss occurs,

and the stake is doubled after each loss.

If the player wins, his net gain is one piece.

For example, if he has lost the four first

plays, his losses amount to 1 2 4 8 = 15

pieces; if he then wins, his gain is 16

pieces, so that his net gain is one

piece. Even a very wealthy man cannot

play a martingale beyond eleven turns

at roulette or ten at trente et quarante,

owing to the limitation imposed by the

bank. As a series of eleven and more

occurs daily, the folly of the martingale is

obvious. Still more unfavourable for the

player is the so-called "limited progression,"

in which the stake is progressively increased

in such a manner that one winning not only

repays preceding losses, but gives a net

gain of one piece for each play. The pro-

gression is therefore 1-3-7-31, etc. This

can be played for only ten turns at roulette

or nine at trente et quarante.

FAILURE CERTAIN.

The employment of all such progressions

means certain ruin. In many cases the

player may win, owing to the non-oc-

currence of adverse series of nine or more,

but one such series will at last wipe out all

preceding "winnings." If the progression is

a rapid one the player will win com-

paratively often and lose a great deal in

case of disaster; if it is a slow one, he will

win less often and a smaller sum, and his

losses will also increase less rapidly. In

the long run progression offers no advantage

over playing with unchanged stakes.

DANGER OF BLOOD POISONING.

EVERY family should at all times be

provided with a good reliable liniment

and those who have used Chamberlain's

Pain Balm will admit that there is none

better. Even a slight injury as a

scratch or a burn has resulted in blood

poisoning and caused the loss of a limb.

Such injuries are of no consequence when

Pain Balm is promptly applied. Cuts,

Vessels Advertised as Loading

DESTINATION.	VESSEL.	AGENTS.	DATE OF LEAVING
Australian Ports, &c.	Eastern	Gibb Livingston & Co.	Sept. 19, at Noon.
Australian Ports, &c.	Alldenharn	Gibb Livingston & Co.	Sept. 30, at Noon.
B'bay, v. S'pore, Cebu,	Caylon, Maru.	Xippon Yusen Kaisha	About Sept. 19.
Boston & New York	Biscarie	Arnhold, Karberg & Co.	About Sept. 18.
Europe, (via Hongkong)	Hager	Mohr, Baur & Co.	Sept. 20, at Noon.
Fiume, Trieste, &c.	Sunder	Sunder, Weller & Co.	About Sept. [?]?
Hankow & Hongkong	Alvon	Hamburg Am'ka Linie	Sept. 14.
Kobe & Yokohama.	Michina Maru	Nippon Yusen Kaisha	Sept. 14, at 11 a.m.
Kobe & Yokohama.	Prinz Sigismund	Mulchers & Co.	About Sept. 16.
London, &c.	Delta	P. & O. S. N. Co.	Sept. 16, at Noon.
London, Antwerp, &c.	Sardinia	Messageries Maritimes	Sept. 23, 1 p.m.
Marseilles, v. Saigon.	Celestemus	Nippon Yusen Kaisha	Sept. 13, Daylight.
Mar. L'Esperance, &c.	Wanga Maru	Shewan, Tomes & Co.	Sept. 20, at 4 p.m.
Manila & Cebu	Zahro	Jardine, M'son & Co., Ltd.	Sept. 16, at 2 p.m.
Manila, A'tralian Port.	Yuenwang	Butterfield & Swire	Sept. 20, at 4 p.m.
Manila, A'tralian Port.	Changsha	Nippon Yusen Kaisha	Sept. 27, at Noon.
Manila, A'tralian Port.	Nikko Maru	Butterfield & Swire	Sept. 14, at 4 p.m.
Manila, Manila & Cebu	Taming	Nippon Yusen Kaisha	Sept. 27, at Noon.
N'saki, Kobe, & Y'ama	Kiyuno Maru	Nippon Yusen Kaisha	Nov. 4, at noon.
Sootle & Japan Port.	Minakata	Toyo Kisen Kaisha	Sept. 15, at Noon.
San Felipe, v. Japan	Chiyo Maru	Toyo Kisen Kaisha	Oct. 11, at Noon.
Salina Cruz, v. Japan.	Buho Maru	Pacific Mail & S.S. Co.	Sept. 30, at 1 p.m.
San Francisco, v. Japan	Mongolia	Pacific Mail & S.S. Co.	Sept. 28, at 1 p.m.
San Francisco, v. Japan	Persia	Butterfield & Swire	Sept. 14, at 4 p.m.
San F'rancisco, v. Japan	Korea	Butterfield & Swire	Sept. 16, Midnight.
Shanghai	Anhui	P. & O. S. N. Co.	About Sept. 14.
Shanghai	Assayo	Jardine, M'son & Co., Ltd.	Sept. 15, at Noon.
Shanghai	Choysang	Jardine, M'son & Co., Ltd.	Sept. 18, Noon.
Sandakan	Mausung	P. & O. S. N. Co.	About Sept. 20.
Shai, Mok, Kobe, Y'm	Surinaga	D. Sassoon & Co., Ltd.	Sept. 15, at 3 p.m.
Shai, T'ai, & Japan	Demingston	D. Sassoon & Co., Ltd.	Sept. 15, at Noon.
S'pore, P'angas, & Cebu	Gregory Apar	Jardine, M'son & Co., Ltd.	Sept. 13, Noon.
S'pore, S'yng & Moji	Yatsuh	Jardine, M'son & Co., Ltd.	Sept. 26, at Noon.
S'pore, P'ang, Celestia	Namsang	Nippon Yusen Kaisha	Sept. 26, at Noon.
Shanghai, Mok, Kobe	Bingo Maru	Nippon Yusen Kaisha	Sept. 19, at 4 p.m.
Shai, Kobe & Y'ama	Austra	Messageries Maritimes	About Sept. 25.
S'cow, Alvon & Cebu	Chunm Maru	Owaka Shosen Kaisha	Sept. 13, at 10 a.m.
S'hai, Hongk & Tanusu	Dujini Maru	Owaka Shosen Kaisha	Sept. 17, at 10 a.m.
Shai, Kobe & Y'ama	Bajun	Hamburg Am'ka Linie	Sept. 23.
Shai, Kobe & Y'ama	Seneagambia	Hamburg Am'ka Linie	Sept. 20.
S'cow, Amoy & F'chow	Hainyang	Douglas, Laing & Co.	Sept. 15, at 11 a.m.
T'iao, Coo & N'wan	Chanzhang	Butterfield & Swire	Sept. 14, Daylight.
Y'orm, China, & Cebu	Amoy	Owaka Shosen Kaisha	Sept. 16, at 11 a.m.
Y'orm & S'entee, &c.	Taula Maru	Nippon Yusen Kaisha	Sept. 26, at 4 p.m.
Y'uor & S'ide r. Japan	Kumirre	The Bank Line, Ltd.	About Oct. 3.
Y'u or S'ide r. Japan	Incorre	The Bank Line, Ltd.	About Oct. 25.
Yancoiter, (B.C.)	Empress of Japan.	Canadian P'ac R. Co.	Sept. 23, at 0 p.m.
Yancoiter, (B.C.)	Montpelier	Cannding P'ac R. Co.	Oct. 14, at 6 p.m.

Banks.

**HONGKONG & SHANGHAI
BANKING CORPORATION.**

PAID-UP CAPITAL, \$15,000,000

RESERVE FUNDS:-
 Sterling
 £1,300,000 2/- \$15,000,000
 Silver 16,750,000
 \$31,750,000

RESERVE LIABILITY OF
PROPRIETORS \$15,000,000

COURT OF DIRECTORS.

 H. MEDHURST, Esq. - Chairman.
 E. SHILLIM, Esq. - Deputy Chairman.

F. H. Armstrong, Esq. C. R. Lenzmann,
G. Balloch, Esq. Esq.
Andrew Forbes, Esq. F. Lieb, Esq.
G. Friedland, Esq. Hon. Mr C. H. Ross.
C. S. Cubby, Esq. H. A. Siebs, Esq.

CHIEF MANAGER:-
Hongkong - N. J. STABB.

MANAGER:-
Shanghai - H. E. R. HUNTER.

LONDON BANKERS - LONDON COUNTY AND
WESTMINSTER BANK, LIMITED.

HONGKONG - INTEREST ALLOWED.
On Current Account at the rate of Two
per cent. per annum on the daily balance.

ON FIXED DEPOSITS: -
For 3 months 2 1/2 per cent. per annum.
 6 3 1/2
 12 4

N. J. STABB,
Chief Manager.

Hongkong, August 19, 1911.

HONGKONG SAVING BANK.

THE business of the above Bank is con-
ducted by the HONGKONG AN-
SHANGHAI BANKING CORPORATION.
Interest may be obtained on a
savings account.

INTEREST on deposits is allowed at
the rate of **4 PER CENT.** per annum. Depositors
may transfer at their option balances of
\$100 or more to the HONGKONG AN-
SHANGHAI BANK, to be placed on
FIXED DEPOSIT at **4 PER CENT.** per
annum.

For the Hongkong and Shanghai
Banking Corporation,
N. J. STABB,
Chief Manager.

Hongkong, January 24, 1911. 151

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,600,000.
Subscribed do. £1,125,000.
PAID UP do. £ 562,500.
RESERVE FUND £ 325,000.

HEAD OFFICE:
40 THEBHALD STREET,
LONDON, E.C.

BRANCHES:
Bombay
Calcutta
Rangoon
Madras
Rangoon
Colombo
Kandy

Galle
Singapore
Penang
Kuala Lumpur, Kelantan
Kuala Lumpur, F.M.S.
Hongkong
Shanghai

AGENTS IN JAPAN:
Messrs JAJOINE, MATHESON & Co
Ltd.

BANKERS:
BANK OF ENGLAND
LONDON JOINT STOCK BANK, LIMITED.

Every description of Banking and Exchange business transacted, and Stocks and Shares bought and sold on account of constituents. Letters of Credit granted, agents and Correspondents all over the world.

Interest allowed on Current Accounts at 2½ per centum on the Daily Balance and on Fixed Deposits as under :

For 3 months 2½ per cent per annum
“ 6 “ 2½ “ “ “
“ 12 “ 2½ “ “ “
“ 18 “ 2½ “ “ “
“ 24 “ 2½ “ “ “
“ 36 “ 2½ “ “ “
“ 48 “ 2½ “ “ “
“ 60 “ 2½ “ “ “

F. C. MACDONALD,
Acting Manager.

(Hongkong) July 12, 1911

Banks

THE YOKOHAMA SPECIE
BANK, LTD.

ESTABLISHED 1880.

AUTHORISED CAPITAL Yen 48,000,000
PAID-UP CAPITAL " 30,000,000
RESERVE FUND " 16,800,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES:

ANTUNG-HAIK	NAAGAKI
BOMBAY	" NEWCHANG
CHANGCHUN	NEW YORK
DAIREN (DALNY)	OSAKA
FENGTIE (MUKDEN)	PEKIN
HANKOW	TYOON (PORT ARTHUR)
HONGKONG	SAN FRANCISCO
HONOLULU	SHANGHAI
KOBE	SHINGHAI
LAO-PANG	THIENTSIN
LONDON	"
LYONS	TOKIO

HONGKONG—Interest allowed.

On Current Accounts at the Rate of 2
per annum on the daily balance.

ON FIXED DEPOSITS

For 12 months 4 % per annum
For 6 months 3½ " "
For 3 months 3 % " "

TAKEO TAKAMICHI,
Manager.

Tongsheng, August 20, 1911.

INTERNATIONAL BANKING CORPORATION.

CAPITAL, PAID-UP Gold \$3,250,000.
RESERVE FUND Gold \$3,250,000.
Gold \$6,500,000.

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: 36 Dischampsgate.

LONDON BANKERS;
BANK OF ENGLAND.
National Provincial Bank of England, Ltd.
The Capital and Counties Bank, Ltd.

BRANCHES AND AGENTS
ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange business, receives money on Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months	4	per cent per annum.
For 6	3	per cent per annum.
For 3	2	per cent per annum.

GEORGE HOGG.

No. 9, Queen's Road Central

Hongkong, February 20, 1911.

NEDERLANDSCHE HANDELS
MAATSCHAPPIJ.
 (NEDERLANDS TRADING SOCIETY.)

ESTABLISHED 1824.

PAID-UP CAPITAL £1,350,000 (£2,750,000).
RESERVE FUND £1,724,317. (€203,693).

HEAD OFFICE—AMSTERDAM.
HEAD AGENT—CATANIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Siam, Saigon, Djember, Cheribon, Tegal, Paelelong, Poeseoean, Thibutin, Bandong, Padang, Medan (Deli), Palembang, Rota-Rad, (Achoen), Blackwater, Bandjermasin, Caracorendans at Bony, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c. &c.

JOHN B. BARNES & Co., Union London and Smiths Bank, Limited.
 The Bank buys and sells and receives collection Bills of Exchange, issues letters of credit on the Branches and corresponds with the Bank, and is Agent in Great Britain, America, and Australia, for all specie banking business, of every description.

INTEREST ALLOWED.
 On Current Accounts **2½ per Annum** advances.
 Fixed Deposits 12 months 4 % per Annum
 Do 6 months 3½ % Do
 Do 3 months 3 % Do
J. F. VAN REES, Agent
 Hongkong, July 22, 1911.

THE RAINFALL OF HONGKONG.

The following table gives the monthly rainfall at the Observatory to the end of August with the means and extremes for 27 years:

RAINFALL AT HONGKONG OBSERVATORY.				
	1911		1884-1910.	
	Mean.	Max.	Mean.	Min.
January	0.74	1.44	8.43	0.00
February	0.03	1.70	7.66	0.00
March	2.81	6.78	11.49	0.00
April	6.64	8.67	14.89	1.12
May	23.15	11.70	48.60	1.12
June	8.00	16.12	34.34	2.57
July	8.08	12.81	23.27	4.34
August	30.36	13.87	37.87	3.97

The year's rainfall to the end of the month amounts to 78.93 inches. The 27 years average for the same period being 68.07 inches.

Last month, it will be seen, had a little over two inches more rain than the previous wettest August on record. Considerable variation is shown in the August returns from different parts of the Colony. At Tytam 54.75 inches were recorded, at Pukfukam 33.72, at Kwloon Reservoir 30.15, and at Tai Po 36.53. At the Public Gardens the gauge became choked with leaves during the typhoon of the 6th—so that the record of 22.63 inches is probably below the mark.

SPORTING

SPORTING.

Boxing.

A SHANTHAI FIGHT.

Shanghai has been many fights in the last decade but it is generally admitted that the contest which took place on the 6th inst. between "Buttling" Sims and Surman Ramsay at Chang-Su-hi's Gardens was second to none. Most tierce bouts probably have been witnessed, and men of greater renown have called forth equal enthusiasm, but a more stiff tussle between equally paired opponents could not be imagined, says, the *N. C. Daily News*. Ramsay weighed in at 138 lb. while Sims only scaled the beam at 145 lb. In addition Ramsay towered above his opponent by something like four inches. As a set off against this, however, the negro was in splendid condition, his muscles swelled out like whiffpuffs and he carried not a ounce of superfluous flesh. In addition he had long experience in all the crafts of the ring and very early on he demonstrated what a valuable asset this is.

The fight went hot and strong until the 18th round, which Sims opened out with a straight left to the jaw. Ramsay returned the compliments and added two left hand cuts to the ribs. He did no more, for his lightning Sims was upon him and his ricanic blows fell upon Ramsay, who merely cut the air as he essayed to reply, and his defence was entirely gone. Eventually he was driven to the ropes, he remained like a statue, while Sims sought to give him the knock-out blow. In a remarkable manner Ramsay withstood all attempts. He rocked and rolled but in a most extraordinary way he maintained his equilibrium—aven't you?—when he tottered to the centre of the ring he was not beaten down. He was dazed but gallantly bore his punishment and amid loud applause, justly merited, he sounded a cessation of hostilities. It is a dear thing for Ramsay but it served him the stamina, and although he was well beaten on points he had fought gallantly and well. The two concluding rounds showed Ramsay in a somewhat pitiful plight but he hung on, much as a professional man would cling to a straw, but it was a lost cause. He was beaten, but no means disgraced, and when the go announced the end of the battle Ramsay had run his course. Mr Jones pointed out Sims as the winner and the verdict was proper and a popular one.

41. **Scullery**

The Australian sculler, W. Fogwell, training vigorously for his race with Barry for the sculling championship of England notwithstanding the hitch that has occurred through his backer not having paid at the second stake instalment required to bind the match. Fogwell is training well and rowing almost daily over the full championship course. He scales now 11st 10lb. Barry, also training vigorously, is in excellent condition, and now scales 5lb less than his Australian rival.

Telegrams from Chingta state that Viceroy Chao Erh-feng is urging foreigners not to leave. He says that the situation can be controlled, providing the Chinese troops remain loyal. A Chinese message says the situation in Szechuen is not improved. Viceroy Chao Erh-feng requested the visiting missionaries to concentrate in the towns and all foreigners in Chingta to concentrate in the Canadian Mission compound.

12TH CHARTERED BANK OF IND

[illegible]

THE MACAO TROUBLE.

Viceroy Warns Chinese Press.

The following says our Macao correspondent, was published in the *Chung Ngai San Pao* of the 7th inst—

"I, Li, Taotai, in charge of the Police of Kwang Tung, on the 12th day of the 7th moon of the 3rd year of Siu-Ten received from H. E. The Viceroy Chan the following despatch.

"On the matter of the dredging of the channel which gives access to the harbour of Macao, I sent several telegrams to the Wai Wai Pu and to Minister Liu (Chinese Ambassador in Lisbon) requesting them to enter into negotiations with the Portuguese Government.

"Though the question has not yet been resolved it is being dealt with by the two Governments who will no doubt find a means to settle it.

"Chin Shan and its neighbouring villages constitute the frontier of China. The troops formerly stationed there were detailed, little by little, so other parts of the localities were consequently impoverished.

"The regular troops were lately sent there for the purpose of protecting and guarding the frontiers and to ensure public order. This is an act of the internal administration of China and is not connected in any way with the negotiations which are being carried on between the two nations.

"I lately saw, published in the Canton papers false news touching the expediency of regular forces to Chin Shan, which was doubtless due to the bad information gathered by the reporters. However, such news must not be allowed to enter the minds of the people.

"In view of this the 'taotai should prohibit by means of edicts the publication of such reports.

"We therefore I command the Taotai who is in charge of the police, to notify, if immediately on receipt of this my order, to

In Submission to the foregoing manda

I publish the present edict so that the Association of Journalists may know the will of H.E. The Viceroy Chang, and forthwith issue instructions to all the papers that they are to act in conformity with the said resolution.

Hotels

THE
STATION HOTEL
NATHAN ROAD,
KOWLOON.

ELECTRIC LIGHT AND FAN
BATH-ROOM to each Room.
Cold and Hot Water throughout.

PRIVATE AND PUBLIC BARS
BILLIARD ROOM.
Private Dining Room.
EXCELLENT CUISINE.

TRI. No. K120. Telg. Address "TARMOT"
For Particulars apply to
THE MANAGER

Hongkong, March 1, 1911.

VICTORIA HOTEL
LATE
NEW AMOY HOTEL,
KULANGSU. AMOY

UNDER NEW MANAGEMENT
Good Food, Clean Rooms, each
Separate Bathroom.

REASONABLE CHARGES.
Two minutes walk from the principal
ing place.

**BAR, BILLIARDS AND BOWLING
ALLEY.**
Chas. A. Mutton
Proprietor.

Hongkong, January 3, 1911.

KING EDWARD HOTEL

A

HIGH-CLASS HOTEL

LADIES AFTERNOON TEA ROOM
PRIVATE BAL AND BILLIARD ROOM
Hot and Cold Water throughout.
Electrically Lighted.

Electric Fans (if required)
Electric Passenger Elevator to each Floor

TABLE D'HOTEL AT SEPARATE TABLES
Tele. Address: "VICTORIA," Hongkong
For Terms, etc., apply to the

MANAGER.

Bangkok, October 2, 1908.

to

'KINGSCLER'
PRIVATE ROTEL
APPROACHED from Kennedy I
and Macdonnell Road.
Tel, No. 134, Telegram Address: 'SACROS
A.B.C. Code 4th Ed.
Electric light, hot and cold water, bath
out Billiards, cinema, rocket putt
green, and fine stabling for horses.
Proprietress, Miss F. SACHS
Hongkong, September 1, 1908.

BRAESIDE
PRIVATE HOTEL,
STANDING in its own grounds
at **Toupin and Croquet Lawns, L.**
Airy and Well-Furnished Rooms, Es-
sential comforts. Fine View of the Har-
bour. Telephone, No. 899.
Apply to **Mrs F. W. WATTS,**
Braeside, 20, Macdonald Road,
Hong Kong (September 8, 1938).

His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	T.H.P.	Commander.	Last report at.
Alacrity	despatch-vessel	1700	12	2000	Comdr. Lowndes	Weihaiwei
Aytrac	cruiser, 2nd class	4360	10	7000	Captain E. B. Kiddle	Weihaiwei
Atlas	Admiralty tug	—	—	—	Master W. West	Hongkong
Bramble	river gunboat	710	2	900	Lt.-Comdr. B. G. Washington	Weihaiwei
Britannia	river gunboat	710	2	900	Lieut.-Comdr. J. M. Barker	Shanghai
Cadmus	sloop	1070	6	1400	Comdr. H. Lynes	Hongkong
Cherub	water tank and tug	300	—	300	Master H. Smith	Hongkong
Clio	sloop	1070	6	1400	Comdr. H. R. Vagle	Hongkong
Famo	torpedo boat destroyer	380	6	5700	Lieut.-Comdr. H. S. Monroe	Weihaiwei
Flora	cruiser, 2nd class	4360	10	7000	Capt. J. Nicholas	Columbo
Handy	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Hon. Guy Stopford	Hongkong
Hatch	torpedo boat destroyer	275	6	4000	Lt.-Comdr. Hon. Guy Stopford	Hongkong
Janus	torpedo boat destroyer	250	6	3900	Lt.-Comdr. M. B. R. Blackwood	Weihaiwei
Kent	cruiser, 1st class	8000	14	22,000	Cpt. S. St. John Farquhar	Weihaiwei
Kinsale	river gunboat	618	2	1200	Lt.-Comdr. T. J. S. Lyne	Yantai
Marlin	sloop	1040	—	—	Comdr. B. O. M. Dary	Labuan
* Minotaur	cruiser, 1st class	14,800	—	27,000	Capt. Cayley	Weihaiwei
Minmouth	cruiser, 1st class	9800	—	—	Capt. L. R. Power, M.V.O.	Weihaiwei
Moorehen	river gunboat	180	2	800	Lt.-Comdr. G. P. Leith	Hongkong
Newcastle	cruiser, 2nd class	4800	—	—	Capt. G. E. P. Hunt, D.S.O.	Weihaiwei
Nightingale	river gunboat	85	2	240	Lieut.-Com. C. H. Woodward	Yantai
Otter	torpedo boat destroyer	360	6	6300	Comdr. C. L. Lambie	Weihaiwei
Rosario	depot ship, submarines	980	—	1400	Lt.-Comdr. N. E. Archdale	Hongkong
Robin	river gunboat	85	2	240	Lt.-Com. C. A. O. Douglas	West River
Sandpiper	river gunboat	85	2	240	Lt.-Com. E. J. J. Southby	West River
Snipe	river gunboat	85	2	240	Lt.-Comdr. Maurice B. Lealis	Yantai
Taku	torpedo boat destroyer	350	6	6500	Gunner E. J. Trillo	Hongkong
Tamar	receiving ship	4850	6	—	Commodore C. J. Eyres	Hongkong
Teal	river gunboat	180	2	800	Lt.-Comdr. R. J. Buchanan	Yantai
Thistle	river gunboat	710	2	900	Lt.-Comdr. M. B. Hamilton	Shanghai
Vingo	torpedo boat destroyer	358	6	6300	Lieut.-Com. H. D. Adair-Hall	Weihaiwei
Waterwitch	surveying ship	620	—	450	Lt.-Comdr. Hancock	Singapore
Whiting	torpedo boat destroyer	360	6	5900	Lieut.-Comdr. G. B. Hartford	Weihaiwei
Widgeon	river gunboat	180	2	800	Lieut.-Com. B. R. Brooke	Yantai
Woodcock	river gunboat	150	2	500	Com. M. H. Whilding	Upper Yangtze
Woodlark	river gunboat	150	2	500	Lt.-Comdr. G. F. A. Mulock	Upper Yangtze
36	submarine	—	—	—	Lt. C. Godfrey Harbert	Hongkong
37	submarine	—	—	—	Lt.-Comdr. A. A. L. Fenner	Hongkong
38	submarine	—	—	—	Lt.-Comdr. J. K. A. Codrington	Hongkong

Flagship of Vice-Admiral Alfred L. Winsloe, R.C.B., C.V.O., C.M.G., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.						
Name.	Flag and description.	Tons.	Guns.	H.P.	Captains.	Last report at
Kaiser Franz Joseph 1	Austro-Hungarian cruiser	4000	—	—	Capt. Alfred Cicoli	Amoy
Achéron	French armoured cruiser	1830	10	1700	Lieut. Bertrand	Saigon
Alger	French cruiser	3420	22	5100	Capt. Dulzon	Saigon
Alouette	French gunboat	606	7	400	Commander Badin	Saigon
Argus	French river gunboat	180	6	570	Lieut. d'Estienne	Canton
Caronde	French gunboat	150	—	—	—	Saigon (Reserve)
Comète	French gunboat	600	6	500	Comdr. J. Gervais	Saigon
Décidée	French gunboat	645	10	1000	Lieut. de Lhéars	Saigon
Dupetit-Thouars †	French armoured cruiser	10,014	30	20,000	—	Saigon
Eclat	French gunboat	141	—	—	—	Saigon (Reserve)
Esturgeon	French sub-marine	—	—	—	Lieut. Combet	Saigon
Eronde	French destroyer	350	7	303	—	Saigon
Haut Rivière	French gunboat	—	—	—	—	Haiphong
Jacquin	French gunboat	201	6	308	—	Haiphong (Reserve)
Lion	French gunboat	600	—	—	—	Saigon (Reserve)
Lynx	French sub-marine	—	—	—	Lieut. Marx	Saigon
Manche	French surveying-ship	1635	10	9000	Comdr. Ragot des Touches	Saigon
Montcalm	French cruiser	9700	12	19,600	Capt. Chéron	Saigon
Mousquet	French destroyer	307	6	300	Lieut. de la Roche Keranderson	Saigon
Olivier	French gunboat	—	—	—	Lieut. de Malendreville	Upper Yangtze
Pelito	French gunboat	130	—	—	Lieut. Pouch	Tongku
Protet	French torpedo boat	130	7	300	Comdr. Mortain	Hongay
Protet	French sub-marine	—	—	—	Lieut. Morris	Saigon
Redoutable	French battleship (reserve)	9437	8	6071	Capt. Drouet	Saigon
Styx	French gunboat	1798	10	1700	Lieut. Soriot	Saigon
Takana	French gunboat	—	—	—	—	Yangtze
Takou	French destroyer	250	6	—	—	Saigon (Reserve)
Vauban	French torpedo-depot	—	—	—	—	Hongay
Veteran	French torpedo-depot	—	—	—	Lieut. Bihel	Cap St. Jacques
Vigilante	French gunboat	123	7	500	Lieut. Escall	Canton
Emden	German cruiser	3600	22	13,500	Capt. Vollerthun	Tsingtau
Göben	German armoured cruiser	11,600	38	26,000	Captain v. Uslar	Tsingtau
Ilis	German gunboat	900	—	1300	Comdr. Mersmann	Shanghai
Jaguar	German gunboat	900	12	1300	Capt. Mysing	Shanghai
Leipzig	German cruiser	3250	24	11,000	Capt. Schroeder	Tsingtau
Luchs	German gunboat	900	10	1350	Capt. Lt. Bendemann	Shanghai
Nürnberg	German cruiser	3400	22	13,200	Capt. Tügel (Kar)	Tsingtau
Otter	German river gunboat	—	—	—	Capt. Lieut. Jantzen	Yangtze River
Schlanhorst	German flagship	11,600	38	26,000	Capt. Knaf	Tsingtau
S. 90	German torpedo-boat	400	8	6500	Capt. Lieut. Heyden	Tsingtau
Taku	German torpedo-boat	280	4	6000	Lieut. Kolbe (Hans)	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Luppe	Shanghai
Tsingtau	German river gunboat	223	4	1300	Capt. Lieut. Graf Donna-Schledino	Canton
Veteran	German river gunboat	223	4	500	Capt. Lieut. Kautler	Shanghai
Calabria	Italian cruiser	2145	—	—	Comdr. Sommi Piccardi	Shanghai
Macao	Portuguese gunboat	—	—	—	Capt. Martins	Macao
Patria	Portuguese gunboat	500	—	—	Captain J. Milheiro	Macao
Alder	U. S. submarine	—	—	—	Ensign J. M. Murray	Manila
Albatross	U. S. protected cruiser	3430	17	7000	Com. Clarence S. Williams	Yokohama
Bainbridge	U. S. torpedo-boat-destroyer	420	7	8000	Ensign E. S. Rhot	Manila
Barry	U. S. torpedo-boat-destroyer	420	7	8000	Ensign Robt. W. Cabanis	Manila
Calico	U. S. gunboat	243	8	2500	Ensign Stuart W. Cate	Canton
Chauncey	U. S. torpedo-boat-destroyer	423	7	8000	Ensign L. N. McNair	Manila
Chattanooga	U. S. protected cruiser	3160	10	4700	Comdr. John D. McDonald	Amoy
Cleveland	U. S. protected cruiser	3100	10	4700	Comdr. Hugh Rodman	Cavite
Dale	U. S. torpedo-boat-destroyer	420	7	8000	Ensign F. J. Fletcher	Manila
Decatur	U. S. torpedo-boat-destroyer	420	7	8000	Ensign C. S. Graves	Manila
El Cano	U. S. gunboat	—	—	—	Lt. Comdr. William D. Broderick	Yangtze River
Helena	U. S. gunboat	1397	18	1800	Comdr. R. O. Bittor	Yangtze River
Jairo	U. S. gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Mindoro	U. S. gunboat	170	5	—	Lieut. C. A. Woodruff	—
Maccasin	U. S. submarine	—	—	—	Ensign E. D. Whorler	Manila
Polcan	U. S. station ship	1900	—	5244	Ensign Robt. V. Lowe	Manila
Monadnock	—	—	—	—	—	Cavite
Monterey	U. S. monitor	4084	4	5206	Commander H. A. Blapham	Cavite
New Orleans	U. S. cruiser	2430	20	—	Comdr. William G. Miller	Yokohama
Pampanga	U. S. gunboat	243	8	—	Lieut. George C. Pogram	Cavite
Porpoise	U. S. submarine	—	—	—	Ensign "O. Van de Carr	Manila
Quinos	U. S. gunboat	—	—	—	Lieut. J. W. Schoenfeld	Cavite
Rainbow	U. S. cruiser	6206	14	—	Lt. Comdr. A. N. Mitchell	Cavite
Samo	U. S. gunboat	243	8	250	Ensign N. H. Goss	Yangtze River
Saratoga	U. S. protected cruiser	6160	20	17,075	Comdr. Joseph H. Jayne	Yokohama
Shark	U. S. submarine	—	—	—	Ensign Henry M. Jansou	Manila
Villa Jobbe	C. S. gunboat	370	8	330	Lieut. W. L. Friedell	Yangtze River
Wilmington	C. S. gunboat	1307	20	1304	Comdr. W. A. Edgar	Hongkong
Flagship of Rear Admiral Alfred Hothorn, Commander-in-Chief United States Asiatic Fleet.						
Flagship of Rear Admiral de Camille, Commander-in-Chief, the French China Station.						
Flagship of Capt. (Commodore) Jua. E. Guisard, Commanding the leg. defense Indo-China.						

BY TELEGRAPH.

FRANCE AND GERMANY.

GERMAN PROPOSALS ANALYSED.

GREAT DISAPPOINTMENT IN LONDON.

(Reuter's Service to the China Mail.)

LONDON, Sept. 12.

Reuter's Paris correspondent wires that it is semi-officially reported that M. de Selves, the French Foreign Minister, is carefully examining the German observations on the Moroccan dispute.

He will probably receive favourably those tending to establish and strengthen the economic equality of the Powers in Morocco, but it is expected that he will consider it impossible to grant Germany a privileged position, which would be contrary to the above provisions and might provoke the hostility of the other signatories of the Algeiras Agreement.

"MOST SERIOUS OBJECTIONS."

The other points of the German reply also raise the most serious objections, rendering probable the prolongation of the proceedings for some time.

THE KAISER CONSULTED.

Herr Kideren Wesscheit, German Foreign Minister, has had a long interview with the Kaiser.

HOLLAND'S PRECAUTIONS.

The Times' correspondent at Amsterdam says the Government has cancelled all military leave and is prolonging the training of the Militia to the utmost in order to be prepared for eventualities.

GERMANS MURDERED.

The Daily Telegraph's correspondent at Tangiers states that four German mineralogists have been murdered in the S. S. region of Morocco.

IMPOSSIBLE DEMANDS.

Reuter has received the following from a high diplomatic source:—

Although only a telegraphic summary of Germany's reply has been received in London, a feeling of great disappointment prevails. While Germany appears to agree to the principle of a French Protectorate, she makes reservations almost amounting to a withdrawal of such assent. The counter proposals place Germany on an equality with France as regards railways and other public works, practically involving co-dominion, political as well as economic. It is impossible for France to grant such advantages over other Powers. Consequently the centre of interest now is not the extent of territorial compensation but Morocco.

DREADNOUGHTS OUTCLASSED.

THE ORION ON TRIAL.

(Reuter's Service to the China Mail.)

LONDON, Sept. 12.

H.M.S. Orion, the largest battleship in the world, has started on her trials at Portsmouth.

Critics comparing her armament with that of the Dreadnought say it makes the latter second-class.

THE LORD MAYOR IN VIENNA.

THE EMPEROR'S CORDIALITY.

(Reuter's Service to the China Mail.)

LONDON, Sept. 12.

Emperor Franz Joseph has received the Lord Mayor of London in audience. His Majesty rejoiced at the cordial relations between their respective cities and countries and conversed with deep interest on King George's coming visit to India.

THE OHANNEL CHAMPION.

MUSIC HALL OFFER DECLINED.

(Reuter's Service to the China Mail.)

LONDON, Sept. 11.

Purges, the swimmer who last week swam across the English Channel, has declined Music Hall offers of £500 a week. He gives a six-hour display at the stadium on Saturday.

BY TELEGRAPH.

THE EAST AFRICAN SENSATION.

HON. MR COLE'S DEPORTATION.

Press Comment.

(Reuter's Service to the China Mail.)

LONDON, Sept. 11.

Reuter's correspondent at Mombassa states that the Order in Council under which the Hon. Mr Galbath Cole is to be deported will not be enforced immediately. He will be allowed a month for the settlement of his affairs.

The Times devotes a column on its principal page to a contribution from a correspondent 'defending' Mr Cole, especially his relations with the natives, and declaring that every party in the Colony will unite in opposing his deportation.

The Daily News says the Cole and the Lewis cases have proved the breakdown of the jury system in cases in which blacks and whites are concerned.

The Westminster Gazette observes that if Mr Harcourt is not going to use his reserve powers when trial by jury fails, he may as well retire from the business of Government. In proportion as a settler is distinguished for a good previous record, his example is clearly more dangerous. The paper adds that it is glad to find that the Lewis case has caused the gravest misgivings to men of both parties in South Africa and concludes by stating that shooting at eight was first confined to offences against women, it next spread to solicitation, then to sheep-stealing, and that it is as inevitable as logic that it will lead to lynch law. This must be stopped in the beginning.

The Globe says that Mr Cole was only following the rough and ready justice of all new countries, and remarks that in the early days of Cape Colony British sentimental administration endeavoured to prevent such methods. One result of this was the Great Trek, and after a period of bitterness the local administration was forced to allow a resumption of the practice, for which Mr Cole is to be excused, in order to protect property.

THE CHENG TU RIOTS.

FOREIGNERS DEPARTING.

Despatch of British and American Gunboats.

(Reuter's Service to the China Mail.)

LONDON, September 11.

A telegram from Peking states that popular resentment at the construction of the Hankow-Szechuen railway by the British, French, German and American syndicate has resulted in disturbances in the Province of Szechuen, particularly at Chengtu, telegraphic communication to which place has been interrupted since Friday last.

The foreigners left on Thursday.

The mob has killed the Viceroy's Yamen and 20 persons were killed.

British and American gunboats are proceeding to the distressed districts, and missionaries are concentrating in the towns.

Troops are marching along the frontier of the Province.

(Wah Tze Yat Po's Service.)

SHANGHAI, Sept. 11.

Several thousands of rioters in Szechuen, taking advantage of the unsettled feeling created by the railway construction scheme, attacked the Viceroy's Yamen and entered the grand hall but were dispersed by soldiers. More than ten of the rioters were shot.

The Viceroy of Hupeh has sent two battalions to escort H. E. T. T. Fang on his way to Szechuen.

(Wah Tze Yat Po's Service.)

PEKING, Sept. 11.

The Viceroy of Hupeh and Yunnan are authorised by the Cabinet in a telegram, to despatch troops to Szechuen to keep order in that Province.

A MOOK BATTLE.

"BRITISH" V. "GERMANS."

(Reuter's Service to the China Mail.)

LONDON, Sept. 11.

Reuter's Berlin correspondent states that the Army Manoeuvres opening to-day at Muckenberg will be unusually interesting.

It is presupposed that a hostile army which had landed on the North Sea and Baltic is advancing on both sides of the Elbe towards Berlin. The task of the weaker opponents is to resist the advance in a hilly and wooded country interspersed with lakes.

The respective sides are popularly christened British and Germans.

The combatants exceed 100,000. Each Army is supplied with an airship and four aeroplanes.

BY TELEGRAPH.

IMPERIAL CRICKET.

ALL ARRANGEMENTS CONCLUDED.

(Reuter's Service to the China Mail.)

LONDON, Sept. 12.

The Imperial Cricket Conference at a meeting has approved all the arrangements recommended by the Board of Control regarding the triangular and county matches with the Colonial teams.

The Conference has altered the date of the Test Match between England and Australia at the Oval from August 22nd to August 19th, 1912, so as to allow of a play to the finish.

Lord Harris and Lord Hawke represented England at the Conference, W. Findlay represented Australia and E. D. G. Loveson-Gower represented South Africa.

GERMAN NAVAL AMBITIONS.

THE STRAIN ON THE POOR.

(Reuter's Service to the China Mail.)

LONDON, Sept. 11.

At the opening of the Social Democratic Congress at Jena, Herr Babel said that despite the Kaiser's peace speech at Hamburg, the cry will be for further armaments, and a great Navy Bill will undoubtedly be submitted to the Reichstag, to meet the cost of which many Germans would suffer from an insufficiency of food.

[Note.—Herr Ferdinand August Berber is a Social member of the Reichstag. He has written a great number of Socialist books and has twice undergone terms of imprisonment.—Ed. C.M.]

THE AERIAL MAIL.

A MISHAP AND A SUCCESS.

(Reuter's Service to the China Mail.)

LONDON, Sept. 11.

The aviator Hubert was starting out from Haddon for Windsor with the aeroplane post, when his machine tilted and he fell a distance of 100 feet, fracturing both thighs.

Hamel carried the mails at the tremendous speed of 105 miles an hour.

RUBBER EXHIBITION.

A NOTABLE AWARD.

(Reuter's Service to the China Mail.)

LONDON, Sept. 11.

The Committee of the Rubber Exhibition in London has awarded the hundred guinea trophy offered by the India Rubber Journal for the best plantation of Para Rubber to the Sungai Kapar Company.

THE FRENCH NAVY.

READY FOR ANYTHING.

(Reuter's Service to the China Mail.)

LONDON, Sept. 11.

Speaking at Toulon, M. Delcasse Minister of Marine, said the French Navy was ready for any eventuality at any time.

THE DEAR FOOD DISTURBANCES.

(Reuter's Service to the China Mail.)

LONDON, Sept. 11.

Dear food demonstrators appeared in the market in Paris, but the police drove them off.

THE LATE MISS THURSTON.

A PATHETIC CIRCUMSTANCE.

(Reuter's Service to the China Mail.)

LONDON, Sept. 11.

It has transpired that Miss Katherine Thurston, the authoress, who was found dead in bed last week at Cork, was to have been married to-day to a London doctor.

ENGLISH SCULLING CHAMPIONSHIP.

EASY WIN FOR BARRY.

(Reuter's Service to the China Mail.)

LONDON, Sept. 11.

In the English Sculling Championship, rowed on the Thames from Putney to Mortlake, Barry (the holder) beat Fogwell, of New South Wales, by 33 lengths, the time being 22 mins. 14 secs.

Very likely the Devil has taken possession of poor Lusitania. They have designed God to honour the Devil. Horrible! There is no doubt that all the troubles that have arisen in Portugal are due to the Devil's work.—Yours, etc.

SPECTATOR.

STATUE FOR THE DEVIL.

(To the Editor of the "China Mail.")

Sir—In perusing the Portuguese papers I recently came across a most extraordinary suggestion made by one of the Republicans who is now in power. It was to erect a huge statue of the Devil as a symbol of liberty! What I wonder at is that such a suggestion was warmly received by the people!

Very likely the Devil has taken possession of poor Lusitania. They have designed God to honour the Devil. Horrible! There is no doubt that all the troubles that have arisen in Portugal are due to the Devil's work.—Yours, etc.

EXORCIST.

BY TELEGRAPH.

LAWN TENNIS.

AN ENGLISH SUCCESS.

(Reuter's Service to the China Mail.)

LONDON, Sept. 12.

Reuter's New York correspondent wires that in the Davis Cup Competition Dixon and Beaumont (England) have beaten Butty and Little (America) by 6/3, 7/5, 6/4.

THE PORTUGUESE REPUBLIC.

IMPENDING RECOGNITION.

(Reuter's Service to the China Mail.)

LONDON, Sept. 11.

The Portuguese Minister to London twice visited the Foreign Office to-day. It is announced that Britain, Germany, Austria and Spain are about to issue instructions for the immediate recognition of the Republic.

RECOGNISED.

LATER.

Reuter's Lisbon correspondent wires that the Powers mentioned above, as well as Italy, have now recognised the Republic.

THE "WANTED" TAOTAI.

(Wah Tze Yat Po's Service.)

PEKING, Sept. 11.

H.E. Hsun Po Chi, Governor of Shantung, has wired to H.E. Chang Yan Chan, Viceroy of Liang-Kiang, to the effect that the Governor of Taingtau demands perusal of all the documents in the case against the absconding Shanghai Taotai before delivering him over to China. H.E. Hsun requests that an officer be at once sent with the documents.

ARMED ROBBERY AT SHAIKIWAN.

On the night of the 10th inst. three men went alongside a house boat at Shaikiwan. One went on board, and seized a young woman by the throat. She called out "save life" and the miscreant made good his escape. Meanwhile another man had boarded the boat at the other end and he, too, seized an old woman, the only other occupant of the boat, and endeavoured to strangle her. On the alarm being raised a man from a boat near by came to the rescue and managed to arrest one of the men. However as he was taking him to the police station another man came up and struck him a severe blow on the chest which knocked the wind out of him. Then a third man came up and assisted in securing prisoner while the man who struck the blow was also arrested. At the Magistrate's this morning the man who committed the robbery was remanded. A sword was found in the possession of one of the men.

CORRESPONDENCE.

A CANTON SHIPPING CASE.

(To the Editor of the "China Mail.")

Sir—Please grant me a space in your paper for the following facts.—An action was brought against the master of the s.s. Paul Beau by the s.s. Hoi Ming's master for assumed faulty navigation of the Paul Beau while the ships were approaching their respective berths at Canton on 23rd July. The case was tried at the French Consular Court, Canton, on the 23rd Aug., and the nautical assessors were not shipping men. The decision was given against the Hoi Ming, although the replies to the two questions submitted to the Harbour Master at Canton (as a nautical expert) were in the Hoi Ming's favour.

The facts of the case are—The two ships were approaching their berths in the front reach when the Paul Beau dropped her anchor and went astern on her engines (without notifying such by aid of her whistle) and dragged her anchor more than 200 feet. She struck the Hoi Ming's buoy violently with her rudder, which caused the s.s. to lose her line attached to the buoy and leave the Hoi Ming at the mercy of the tide, although the Hoi Ming's bow was only 15ft. from the buoy. The Hoi Ming had to starboard her helm to avoid a collision, and the tide set her stern and ashore at the same time, causing her to damage several native craft.

I should be pleased to hear the views of nautical readers on the formation of the above-named Court and its decision. Apparently the only evidence that has been recognized is the "spurious" evidence handed into the court by the captain of the Paul Beau.—Yours, etc.

SPECTATOR.

STATUE FOR THE DEVIL.

(To the Editor of the "China Mail.")

Sir—In perusing the Portuguese papers I recently came across a most extraordinary suggestion made by one of the Republicans who is now in power. It was to erect a huge statue of the Devil as a symbol of liberty! What I wonder at is that such a suggestion was warmly received by the people!

Very likely the Devil has taken possession of poor Lusitania. They have designed God to honour the Devil. Horrible! There is no doubt that all the troubles that have arisen in Portugal are due to the Devil's work.—Yours, etc.

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The Summer Book, by Max Pemberton.

He is Risen Again, by Charles Morris.

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The Indications of a Lady's Maid, by William Le Queux.

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DELTA	DELTA	21st Sept.	Freight and Passage.
LONDON, via CANTON	DELTA	21st Sept.	Freight and Passage.
SHANGHAI	DELTA	21st Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE	DELTA	21st Sept.	Freight and Passage.
AND YOKOHAMA	DELTA	21st Sept.	Freight and Passage.

E. A. HEWITT, Superintendent.

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DESTINATION	STEAMER	SAILING DATE
MARSEILLES, LONDON, AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID	TANGO MARU	WEDNESDAY, 13th Sept., at Daylight
VICTORIA, B.C. & SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SINGAPORE & YOKOHAMA	KAMO MARU	WEDNESDAY, 27th Sept., at Daylight
VICTORIA, B.C. AND SEATTLE	AKI MARU	WEDNESDAY, 11th Oct., at Daylight
STYRIA & MELBOURNE, via MANILA, THURSDAY ISLAND, TONGAREVA, and BRISBANE	INABA MARU	TUESDAY, 12th Sept., at 4 p.m.
SHANGHAI, MOJI & KOBE	TAMBA MARU	TUESDAY, 10th Oct., at Noon
KOBE & YOKOHAMA	SADO MARU	SATURDAY, 7th Oct., from KOBE
BOMBAY, via SINGAPORE, COLOMBO, and CANTON	NIKKO MARU	FRIDAY, 29th Sept., at Noon
SHANGHAI, MOJI & KOBE	KUMANO MARU	FRIDAY, 27th Oct., at Noon
KOBE & YOKOHAMA	ED GO MARU	WEDNESDAY, 13th Sept., at Noon
BOMBAY, via SINGAPORE, COLOMBO, and CANTON	MISHIMA MARU	THURSDAY, 14th Sept., at 11 a.m.
NAKAGAKI, KOBE & YOKOHAMA	CEYLON MARU	TUESDAY, 19th Sept., at Noon
NAKAGAKI, KOBE & YOKOHAMA	KUMANO MARU	WEDNESDAY, 27th Sept., at Noon

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STEAMERS	Tons	SAILING DATE
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 p.m.
KOREA	18,000	FRIDAY, 29th Oct., at 1 p.m.
MANCHURIA	27,000	SATURDAY, 10th Nov., at 1 p.m.
MONGOLIA	27,000	SATURDAY, 25th Nov., at 1 p.m.
KOREA	18,000	FRIDAY, 16th Dec., at 1 p.m.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 p.m.

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NIKKO MARU	21,000	A. G. STARKES	Friday, Oct. 6, at Noon
SHINKO MARU	21,000	E. BENT	Friday, Oct. 13, at Noon
SHINKO MARU	21,000	E. BENT	Friday, Nov. 3, at Noon

Triple Screw, turbine engines. *Twin Screws. All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

The Triple Screw Steamer CHIYO MARU will be despatched for SAN FRANCISCO, via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, YOKOHAMA & HONOLULU, on FRIDAY, 15th September, at Noon.

SOUTH AMERICAN LINE.

In connection with the NATIONAL RAILWAYS OF MEXICO AT MANZANILLO. The Only Regular Direct Service to Mexico, Chilean and Peruvian Ports.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	Tons	Date of Sailing
BUYO MARU	10,000	Saturday, Oct. 14, at Noon
HONGKONG MARU	11,000	Wednesday, Dec. 13, at Noon
KIYO MARU	17,500	Tuesday, Feb. 16, at Noon

The Steamer "BUYO MARU" will be despatched hence for MEXICO, PERUVIAN & CHILEAN PORTS via MOJI, KOBE, YOKOHAMA & HONOLULU on SATURDAY, the 14th October, at Noon.

FARES FROM HONGKONG: To London £71.18.0. To Valparaiso Yen 570.00.

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan, to United States Points, U.S. Consul General, the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call. To all Points: Missionaries and their families.

(These concessions apply to San Francisco line only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.

The "CHIYO MARU," "KIYO MARU" and "SHINKO MARU" are fitted with Turbine Engines and Triple Screws. Records speed 21 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For full particulars as to Passage and Freight apply to K. MATSUDA, Agent, KINGS BUILDING (Opposite Blake Pier) Hongkong, January 27, 1911.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH Deutsche Dampfschiffahrts-Gesellschaft "HANSA".

REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES, via STRAITS AND COLOMBO, TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING CARGO at through Rates for all European, North Continental and British Ports, also Trieste, Larnaca, Oporto, Madeira, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward	Homeward
For Shanghai, Kobe & Yokohama	For Havre & Hamburg
S.S. SENEGAMBIA 20th Sept.	S.S. ALESIA 14th Sept.
S.S. BAYKIN 6th Oct.	S.S. PREUSSEN 10th Sept.
S.S. ARCADIA 16th Oct.	For Havre, Bremen & Hamburg
S.S. SLAVONIA 2nd Nov.	S.S. RHEINFELD 20th Sept.
S.S. ROANDIA 18th Nov.	For Rotterdam & Hamburg
S.S. SUEZIA 2nd Dec.	S.S. FURST BULOEW 7th Oct.
	For Havre & Hamburg
	S.S. SUEZIA 12th Oct.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, Hongkong Office.

Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	To SAIL
SINGAPORE, SARAWAK, YATSHING	WEDNESDAY, Sept. 13, at Noon
SHANGHAI, CHONGKING, CHONGKING	FRIDAY, Sept. 15, at Noon
MANILA, CHONGKING, CHONGKING	SATURDAY, Sept. 16, at 2 p.m.
SANDAKAN, CHONGKING, CHONGKING	MONDAY, Sept. 18, at Noon
MANILA, CHONGKING, CHONGKING	SATURDAY, Sept. 23, at 2 p.m.
SHANGHAI, KOBE AND MOJI	TUESDAY, Sept. 26, at Noon

RETURN TOURS TO JAPAN (Occupying 21 days).

The steamers Kaituma, Naniwa and Fooking leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for first-class passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Nanking.

Taking Cargo on through Bills of Lading to Kuantan, Lahad Duta, Singapore, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone No. 315.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

STEAMERS	To SAIL
AMOI, TSINGTAI, CHEFOO AND NEWCHANG	Sept. 14, Daylight
SHANGHAI, CHONGKING, CHONGKING	Sept. 14, at 4 p.m.
SHANGHAI, CHONGKING, CHONGKING	Sept. 16, Midnight
WEIHAIWEI, CHEFOO & TIENTSIN	Sept. 19, at 4 p.m.
MANILA, CEBU & ILOILO	Sept. 19, at 4 p.m.
SHANGHAI, ZAMBOANGA, and CEBU	Sept. 21, at 4 p.m.
MANILA, ZAMBOANGA, and CEBU	Sept. 29, at 4 p.m.

AUSTRALIAN LINE. Two Screw Steamers "Tea" & "Taming". Saloon accommodation amiable; Electric Fans fitted; extra state-rooms on deck; aft Saloon accommodation of a "Kaituma" is situated on deck aft.

SHANGHAI LINE. Two Screw Steamers "Tea" & "Taming". Saloon accommodation amiable; Electric Fans fitted; extra state-rooms on deck; aft Saloon accommodation of a "Kaituma" is situated on deck aft.

Electric Light throughout and Electric Fans in Saloons and Dining Saloon; leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

REDUCED FARES: Single \$45 Return \$75.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. Telephone No. 36.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	Sept. 8	Sept. 18th, at Noon
ALDENHAM	Sept. 22	Sept. 30th, at Noon
EMPIRE	Oct. 6	Oct. 14th, at Noon
ST. ALBANS	Oct. 20	Nov. 11th, at Noon

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO. Agents. Hongkong, November 2, 1908.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to GIBB, LIVINGSTON & CO. Agents. Hongkong, November 2, 1908.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE. Connecting at TACOMA with THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY, and THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to CHICAGO).

Taking cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg)	Leaves
VICTORIA, B.C. & TACOMA via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu & Yokohama	MEXICO MARU	6064	7th, 1911, Saturday, 18th Sept., at 11 a.m.
VICTORIA, B.C. & TACOMA via Keelung, Shanghai, Moji, Kobe, Yokohama, Shimizu & Yokohama	CHICAGO MARU	6182	Tuesday, 3rd Oct., at 11 a.m.

The Co.'s newly built steamers have fair speed. Superior accommodation for passengers situated AMIDSHIPS. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

THE Co.'s Steamship "YUWAKITSU" will leave for the above places on SATURDAY, the 16th inst., at 6 p.m.

This steamer has special accommodation for Passengers, Electric Light, carrier's Doctor and a Stewardess.

For Freight or Passage, apply to SANDER, WILKES & Co., Agents, Prince's Building, Hongkong, Sept. 11, 1911. 1165

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE.

For	Steamers	Leaves
FOOCHOW, via SWATOW and AMOY	OSOSHUN MARU	WEDNESDAY, 13th Sept., at 10 a.m.
TAMBUK, via SWATOW & AMOY	DAIJIN MARU	SUNDAY, 17th Sept., at 10 a.m.

Fair speed, Superior passenger accommodation. Electric light throughout. First class cabin.

For information of Freight, Passage, Sailings, etc., apply to the Co.'s local Branch Office at Second Floor No. 4, Queen's Buildings. S. HIBOI, Manager.

Shipping

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship "GREEN ARCADE" Captain S. H. BRADON, will be despatched for the above Ports on FRIDAY, the 15th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN (Occupying 20 days).

Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip \$120.

For Freight or Passage, apply to DAVID SASSON & Co., Ltd., Agents. Hongkong, Sept. 11, 1911. 1166

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship "JAPAN" Captain A. STEWART, will be despatched for the above Ports on FRIDAY, the 15th inst., at 3 p.m.

For Freight or Passage, apply to DAVID SASSON & Co., Ltd., Agents. Hongkong, Sept. 11, 1911. 1167

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK (With Liberty to Call at the MALAYAN COAST).

THE Steamship "JESUITO" Captain J. W. BROWN, will be despatched for the above Ports on or about FRIDAY, the 15th September.

For Freight and Passage, apply to ARNOLD, KARRER & Co., General Agents. Hongkong, August 21, 1911. 1076

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship "DELTA" Captain E. F. MARTIN, will be despatched for the above Ports on SATURDAY, the 16th September, 1911, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship "MOLAN", 10,000 tons, from Colombo. Passengers accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, India and Ceylon (under arrangement) will be transhipped at Colombo later the mail steamer proceeding direct to Madras, Suez and London, other cargo for London, etc., will be conveyed via Bombay by the s.s. "Egypt" due in London on the 28th October 1911.

Parcels will be received at the Office until 4 p.m. on day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWITT, Superintendent. Hongkong, September 4, 1911. 1135

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Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1912.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Steamer	Tons	Leave Hongkong	Connecting Steamer to Europe	Tons	Due at Europe	Due at London
ASSAYE	7500	Feb. 1	MAINTUA	11000	March 2	March 8
HIMALAYA	7500	Feb. 17	MAINTUA	11000	March 16	March 22
DELHI	8000	March 2	MAINTUA	11000	March 30	April 5
INDIA	8000	March 16	MAINTUA	11000	April 13	April 19
DELTA	8000	March 30	MAINTUA	11000	April 27	May 3
ASSAYE	7500	April 13	MAINTUA	11000	May 11	May 17
DELHI	8000	April 27	MAINTUA	11000	May 25	May 31
DELTA	8000	May 11	MAINTUA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of s.s. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON

1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd " £48.8 " £72.12 "

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMER	Tons	Leave Hongkong	Due at London
NYANZA	7000	February	March
NILE	7000	March	April
NUBIA	7000	April	May
SUMATRA	7000	May	June
SALAWAN	7000	June	July
BORNEO	7000	July	August
SYRIA	7000	August	September
NORE	7000	September	October

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARE TO LONDON

1st SALOON £35.0 SINGLE £52.10 RETURN.

2nd " £23.10 " £34.65 "

For further particulars apply to

E. A. HEWETT,

Superintendent.

MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For SHANGHAI, KOBE AND YOKOHAMA

MARSEILLES, Via Ports CALEDONNIEN, MELBURN, Sept. 26, at 1 p.m.

TRANSFERRING on the Co's Steamers at SINGAPORE & BATAVIA, at C. LONDON for COLOMBO, BOMBAY and AUCKLAND, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 24 hours railway from Marseilles to London. Inter-ports meet passengers on their arrival in Marseilles.

For further particulars apply to

P. THOMAS, Agent,

QUEEN'S BUILDING.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG SOUTH CHINA COAST PORTS.

HIGHEST Class, fastest and most luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light, Excellent Cuisine.

FOR SWATOW, AMOY & FOOSHOW

AND RETURN.

(Occupying 9 to 10 Days.)

STEAMSHIP CAPTAIN LEAVING

HAIYANG Capt. J. W. Evans FRIDAY, 15th Sept., at 1 p.m.

HAIHING Capt. W. C. Passmore TUESDAY, 19th Sept., at 1 p.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days)

Steamers will arrive at, and depart from, the Company's Wharf near Blake Pier.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.



PHILIPPINES STEAMSHIP Co.

Steamship	Tons	Captain	For	Leaving Date
ZAFIRO	4,000	M. O. Smith	Manila	Wednesday, Sept. 20, at 4 p.m.
RUBI	4,000	S. Orosky	Davao & Manila	Saturday, Sept. 23, at 4 p.m.

For Freight and Passage, apply to

Shewan, Tomes & Co., General Managers.

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Compo Points.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
KUMERIC	11,000	G. McCall	3rd October
HERCULES	7,000	J. Mather	25th October
		E. Williams	10th November

To be followed by other steamers of the Company at regular intervals.

The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.

Special Parcel Express to American and Canadian Ports.

Will call at AMOY and KEELUNG if sufficient inducement offers.

For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,

KING'S BUILDING, PRINCE STREET.

Telephone No. 790.

INDIAN AFRICAN LINE.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to steamers of the Indian African Line.

NEXT SAILING.

FROM HONGKONG. FROM COLOMBO.

16th September.

5th October.

For Rates and further information, apply to

THE BANK LINE, LIMITED,

(MANAGING AGENTS).

Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

The Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG. FROM CALCUTTA.

For Rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

New Line of Steamers

TO

South African Ports.

ORIENTAL & AFRICAN LINE.

REGULAR Direct Service from Japan, China, and Straits to Beira, Delagoa Bay, Durban, East London, Port Elizabeth and Cape Town, calling at Mauritius if sufficient inducement offers, and affording the Quickest Freight Transport from the Orient to South Africa.

PROPOSED SAILINGS.

S.S. DUNERIC, 3,000 tons, To be despatched End of December.

S.S. KATANGA, 5,000 tons, To follow.

And regularly thereafter.

For Rates of Freight or regularly Passage apply to

THE BANK LINE, LIMITED,

Managing Agents.

Hongkong, August 23, 1911.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For SHANGHAI, KOBE AND YOKOHAMA

MARSEILLES, Via Ports CALEDONNIEN, MELBURN, Sept. 26, at 1 p.m.

TRANSFERRING on the Co's Steamers at SINGAPORE & BATAVIA, at C. LONDON for COLOMBO, BOMBAY and AUCKLAND, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to London, via Paris, from £27.10 up to £71.10. 24 hours railway from Marseilles to London. Inter-ports meet passengers on their arrival in Marseilles.

For further particulars apply to

THE BANK LINE, LIMITED,

Managing Agents.

Hongkong, August 23, 1911.

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For further particulars apply to

THE BANK LINE, LIMITED,

Managing Agents.

Hongkong, August 23, 1911.

Shipping.

P. & O.
Steam Navigation Co.

HOMEWARD PASSENGER SEASON 1912.

S.S. 'INDIA' (8,000 Tons)

CAPTAIN G. W. GORDON, R.N.R.

THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON

DIRECT, WILL LEAVE HONGKONG ON MARCH 18th, 1912, CALLING AT STRAITS, COLOMBO, ADEN, EGYPT, MARSEILLES AND GIBRALTAR.

AND IS DUE TO ARRIVE AT MARSEILLES

LONDON

The Accommodation in this Vessel is at the entire disposal of Passengers from the Far East.

FARES TO LONDON: 1st SALOON £71.10 SINGLE £108.14 RETURN.

2nd " £48.8 " £72.12 "

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, September 1, 1911.

DIRECT ROUTE TO AMERICA.

GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA' 28,000 Tons.

CAPTAIN T. W. GARLICK.

NAGASAKI, KOBE, and YOKOHAMA

SALES FROM HONGKONG ON SATURDAY, NOV. 4th, AT NOON.

FOR SEATTLE.

DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Alaska Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), staterooms, library, smoking room, nursery, laundry, telephones, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA,

Agents.

Hongkong, July 1, 1911.

CHINA EXPRESS CO.,

(UNDER NEW MANAGEMENT)

P. O. Box 250. 3, DUDDELL STREET. Telephone No. 668.

(Opposite Lanchester's Auction Rooms).

SHIPPING, FORWARDING & INSURANCE AGENTS.

Packing and Warehousing.

We accept Shipments for any part in the World, with similar facilities to the Parcels Post without restriction to size or weight and our Charges are absolutely the lowest possible.

Payments may be made in Hongkong or Destination.

Baggage stored and transhipped.

Agents for Contractors to Imperial German, Royal Danish, and Swiss Federal Parcel Posts.

Hongkong, August 13, 1911.

THOS COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS.

BANKERS, etc.

Head Office for the Far East: 10, DES VERRS ROAD CENTRAL, HONGKONG.

SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATSE STREET.

TICKETS applied to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the World. BAGGAGE collected, forwarded and insured at lowest rates. LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED. FOREIGN MONIES exchanged.

Head Office: LUDGATE CHURCH, LONDON, E.C.

Hongkong, April 4, 1909.

Shipping.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship Gregory Appear having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 1 p.m. of the 15th inst. will be landed at Consignees' risk and expense.

Consignees of cargo from Singapore and Penang are requested to take immediate delivery of their Goods from alongside. Such cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd. Agents.

Hongkong, Sept. 11, 1911.

NOTICE TO CONSIGNEES.

STEAMER, SYDNEY.

COMPAGNIE DES MESSAGERIES MARITIMES.

CONSIGNEES of Cargo from London or via Marseilles, from Bordeaux or via S. de la Cote, in connection with above Steamer are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, and Goods remaining on board after the 15th September, at Noon, will be subject to rent and landing charges. All claims must be sent in to me on or before the 20th September, or they will not be recognized.

All damaged packages will be examined on the 15th September at 10 a.m. No Fire Insurance has been effected.

P. TH. M.A.S. Agent.

Hongkong, Sept. 11, 1911.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship GNEISENAU, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 14th of September will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 14th of September, at 9.30 a.m.

All claims must reach us before the 18th of September, 1911, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

This Steamer brings Cargo: Ex s.s. Suedenmund from Africa, via Aden.

NORDDEUTSCHER LLOYD, MELBOURNE & CO., General Agents.

Hongkong, September 8, 1911.

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP SAINT PATRICK FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th prox, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DODWELL & CO., LIMITED, Agents.

Hongkong, September 7, 1911.

WEEKLY NEWS.

FOR HOME.

The Overland China Mail.

FULL REPORTS.

LATEST INTELLIGENCE.

Order before you leave so you may receive it while at Home.

Price: \$14 per annum including postage.

The China Mail, Ltd.

5, Wyndham Street.

MacEwen - Frickel & Co.

Importers of
Wines and Spirits,
etc., etc., etc.

GIN

The following lines
of Gin are stocked by

Gilbey's Old Tom
\$18.50 Per Case.

Gilbey's London
Dry - \$18.50 Per Case

Gilbey's
Plymouth
\$16.50 Per Case.

Coate's Plymouth
\$16.50 Per Case.

Wolfe's Schnapps
\$18.00 Per Case.

Bols' Gin
\$23.50 Per Case.

Beuker's Schiedam (Cock Brand) \$18.50 per case.
(of 16 Flasks, 4 Imp. Galls.)

Hulstkamp's Old Schiedam
12 Stone Jars
(2 Galls)...\$16.00 per case.

12 Stone Jars
(2 Galls)...\$19.00 per case.

24 Stone Jars
(2 Galls)...\$20.00 per case.

The whole of the above
bottled in Europe.

MacEwen, Frickel & Co.,
4, des Vaux Road.

To-day's Advertisements

NOTICE.

TO-MORROW (WEDNESDAY),

the 13th inst., being the PARSEE NEW YEAR DAY, our Store will be CLOSED at 10 a.m. Our customers are therefore kindly requested to send in their orders for that day before the closing time.

H. BUTTONJEE & SON.

Hongkong, September 12, 1911. 1114

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCESSIONAIRE, on

FRIDAY,

the 15th September, 1911, at 2.30 p.m., at their Sales Room, No. 3, Des Vaux Road, corner of Ice House Street, a

MISCELLANEOUS STOCK,

comprising—

21 1/2 and 14-Kt. Gold Watches by well-known American and English makers, Diamond, Sapphire and Ruby Rings, Bracelets, etc., etc., Sixtants, Binoculars, Barometers, Surgical Instruments, Mandolins, Violins and Clarinets, etc., etc., and

A number of Pairs of Lady's and Children's Boots and Shoes, and a large assortment of Books.

TERMS—As usual.

HUGHES & HUGHES, Auctioneers.

[Hongkong, September 12, 1911. 1169]

GLLEN LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship GLEN TURET, will be despatched for the above Ports on or about 30th Sept.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents.

[Hongkong, September 12, 1911. 1168]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

THE Steamship Japan having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be loaded at Consignees' risk and expense and placed at their risk and extra insurance.

Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

[Hongkong, September 12, 1911. 1167]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Co.'s Steamship Michima Mary, having arrived from the above Ports, Consignees of cargo are hereby informed that their Goods are being landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-day.

Goods not cleared before the 19th September will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., Ltd., Agents.

[Hongkong, September 12, 1911. 1170]

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SHIPPING

ARRIVALS.

September 11.

Telavachia, British steamer, 4,800 T. J. H. Goodwin, Discharged August 4, General.

Burmesian & Straits.

September 12.

Chipping, British steamer, 1,424 T. M. Courtney, Shanghai Sept. 8, and Swatow 11, General.—JARDINE, MATTHEWS & CO., Ltd.

Yuenching, British steamer, 1,128 T. P. H. Rolfe, Manila Sept. 9, General.—JARDINE, MATTHEWS & CO., Ltd.

Mitsushima Maru, Japanese steamer, 5,970 T. E. Mow, London Aug. 5, and Singapore Sept. 7, General.—NIPPON YUSEN KAISHA.

Singapore Maru, Japanese steamer, 3,625 T. K. Soyeda, Bombay and Singapore Sept. 9, General.—NIPPON YUSEN KAISHA.

Hakubi, British steamer, 1,297 T. Howard, Hongkong Sept. 10, Coal.—BUTTERFIELD & SWIRE.

Alasia, German steamer, 3,233 T. H. Habel, Shanghai Sept. 8, General.—HAMBURG-AMERICA LINE.

Asahi Maru, Japanese steamer, 1,748 T. Nakano, Kiojin Sept. 5, Coal.—Mitsui Co., Ltd.

Nanchang, British steamer, from Canton.

DEPARTURES.

September 12.

Polynesia, for Saigon and Marseilles.

Hawai, for Pakehi and Haiphong.

Michael Jensen, for Swatow.

Subine Rickmers, for Foochow and Tamsui.

Malakita, for Hothow and Haiphong.

Coast, for Singapore and Bombay.

Johanne, for Hothow and Pakehi.

Signal, for Canton.

Singapore, for Hothow and Haiphong.

Keeney, for Manila and Cebu.

Shanghai, for Canton.

Haiphong, for Hothow and Pakehi.

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